• .	INCORMATION REPORT	CD NO.	
COUNTRY	Rest Germany	DATE DISTR.	22 June 1954
SUBJECT	Information on VEB Schiffbau, Projekt und Konstruktionsbuero Berlin	NO. OF PAGES	<b>2</b> 25X1
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- The 1954 work schedule for the VEB Schifften, Projekt. and Ronstructionsbuero Declin (Perlin Designs Diffice for Shipbuilding) included the designing of a 6,000 GRT ore-cerrier for the USDR, a tank drifter for the USDR, an inland desireaker for East Germany, the designing of a 500-be icebreaker for Poland, a school vessel (drifter) for East Germany, a passenger vessel (drifter type) for East Germany, suggestions for alterations to the 200-ton floating dock for the USSR, the preparation of a general plan for a 15-ton floating crane for the USSR and the checking of the drawings of the 50-ton floating crane pontoon for the USSR. The order placed by the Sea Police for a 10-mater speed to the was withdrawn on 12 Merch 1954. The project was 70 persent complete.
- 2. 6.000-GRT ore-carrier. On 12 March 1954, the Soviets countermended the order they had placed for this freighter. The main reason for this was an alteration of the propulsion plant. The steam engine previously planned would have given the ship a speed of only 10 knots, which was too low. The new project now being prepared was for a 5,000-to 6,000 hp Diesel machinery, which would assure a speed of 14.5 knots. As it will hardly be possible to build a 6,000-bhp Diesel engine in lest Germany, the ship will have to be powered by two smaller engines of the aggregate force required.

  If would depend 25X1 on the shape of the hull required for the higher speed, whether the midship section of the ship, which was completed and which had been traced on the molding loft of the Warnew-Werft (shippard) in Warnemuende, could be used for the new design. A total of 22,000 men-hours alone had been a ent on the design of the steel hull and approximately the same amount of time was needed for the design of the machinery. All this work has been in vain.
- Track drifters. The office had been ordered to prepare the designs for a tank drifter for the USSR by 15 Merch 1954. The target date for the project was met, and the designs were submitted to the Soviet sea register (sie) for approval. The first ship was scheduled to be laid on the stocks irrediately after the approval had been given and was to be completed to 15 Arm 1954. In the date, the lines and shapes of the tank drifters were of the conventional decian of drifters, the only difference being that their midship sections were I meters longer than those of the standard drifters. The first teach of 12 because was planned to be built at the Volkswerft Stralsund.

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- 4. Inland icebreaker for East Gerrany. In mid-Perch 1954, work on the technical designs was started and the preliminary project was completed and subwitted for approval. This inland icebreaker will be 30 neters long.
- 5. 500 hp icetreaker for Foland. Work on the technical designs for the preliminary project was started. Ork on the preliminary project which had started about two years ago at the former Karlahorst lesigns office, was resumed by the Foles after a long period of interruption and after various changes had been made.

Comment. The fete of the project for a 5,000-CRT ore-carrier is characteristic of the vevering of the Soviets with regard to their ship-building plans. The original orders haid down a speed of 10 knots. After an enormous amount of work had been spent, the speed of this sline was ordered to be increased to 14.5 knots, which virtually required a new design.

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